SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

RIVERSIDE-SAN BERNARDINO SUBDIVISION

TIME TABLE

LOS ANGELES DIVISION

To Take Effect Monday, October 5, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public
The company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

H. V. PLATT,
Assistant General Manager.

RIVERSIDE AND SAN BERNARDINO SUBDIVISION

Eastward — **FROM SAN FRANCISCO** — **FIRST CLASS**

Length of sidings in cars and location of Scales, Fuel, Water and Turning Stations.	202 S. P., L. A. & S. L. Passenger	218 S. P., L. A. & S. L. Passenger	216 S. P., L. A. & S. L. Passenger	208 S. P., L. A. & S. L. Passenger	232 Inside Track Flyer	214 S. P., L. A. & S. L. Passenger	220 S. P., L. A. & S. L. Passenger	212 S. P., L. A. & S. L. Passenger	Distance from San Francisco via Colton	Automatic Block Signals	TIME TABLE No. 9 October 5, 1914 — STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
33 TW					1.25PM				546.7		D-R **MARKET ST.** (Riverside)
									546.1		0.6 CROSSING P. E. RY.
									545.5		0.6 CROSSING A. T. & S. F. RY.
									545.4		0.1 DN-R **RIVERSIDE JUNC.**
					f1.29				546.6		CROSSING P. E. RY.
Yard P									546.2		0.4 D **RIVERSIDE**
I									545.4		0.8 CROSSING S. P., L. A. & S. L. RY.
	10.05PM	7.30PM	5.48PM	**2.46**PM	1.29	1.00PM	10.50AM	10.35AM	545.4		0.0 DN-R **RIVERSIDE JUNC.**
PI									544.0		1.4 CROSSING A. T. & S. F. RY.
24	10.10	f 7.35	f 5.52	2.51	f1.34	f 1.05	10.55	f10.40	543.3		0.7 ORANGE CENTER
98 P	10.12	f 7.37	f 5.54	2.53	f1.36	f 1.07	10.57	f10.42	542.3		1.0 D HIGHGROVE
3		f	f		f	f		f	541.2		1.1 GRAND TERRACE
									539.0		2.2 CROSSING MAIN LINE
Yard WYOF	10.20PM	s 7.45	s 6.02	3.00PM	**1.43**PM	s 1.15	**11.05**AM	s10.50	539.0		0.0 DN-R **COLTON**
2									539.9		0.9 TANNER (Spur)
I									542.0		2.1 CROSSING A. T. & S. F. RY.
Yard WY		7.55PM	6.10PM			1.25PM		11.00AM	542.2		0.2 DR **SAN BERNARDINO**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(10.9)
	(0.15) 25.60	(0.25) 23.04	(0.22) 26.16	(0.14) 27.42	(0.18) 25.66	(0.25) 23.04	(0.15) 25.60	(0.25) 23.04	----------Total Time---------- ----------Average speed per hour----------		

Westward trains are superior to trains of the same class in the opposite direction. Exceptions—Nos. 212 and 220 are superior to No. 213.
First class trains, except Nos. 220, 208, 202 stop on signal at Urbita, Chicago and Iowa Avenue.

TIME TABLE No. 9

October 5, 1914

TOWARD SAN FRANCISCO — **Westward**

FIRST CLASS

Automatic Block Signals

STATIONS	Distance from San Bernardino	201 S. P., L. A. & S. L. Passenger	211 S. P., L. A. & S. L. Passenger	219 S. P. L. A. & S. L. Passenger	233 Inside Track Flyer	213 S. P., L. A. & S. L. Passenger	215 S. P., L. A. & S. L. Passenger	207 S. P., L. A. & S. L. Passenger	217 S. P., L. A. & S. L. Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
D-R **MARKET ST.** (Riverside)	10.9				10.23AM				
0.6									
CROSSING P. E. RY.	10.3								
0.6									
CROSSING A. T. & S. F. RY.	9.7								
0.1									
DN-R **RIVERSIDE JUNC.**	9.6				10.19				
CROSSING P. E. RY.	10.8								
0.4									
D **RIVERSIDE**	10.4								
0.8									
CROSSING S. P., L. A. & S. L. RY.	9.6								
0.0									
DN-R **RIVERSIDE JUNC.**	9.6	4.55AM	6.25AM	8.45AM	f10.19	11.25AM	2.08PM	**2.35**PM	5.05PM
1.4									
CROSSING A. T. & S. F. RY.	8.2								
0.7									
ORANGE CENTER	7.5	4.49	f 6.19	8.39	f10.14	f11.19	f 2.02	2.29	f 4.59
1.0									
D HIGHGROVE	6.5	4.47	f 6.17	8.37	f10.12	f11.17	f 2.00	2.27	f 4.57
1.1									
GRAND TERRACE	5.4		f		f	f	f		f
2.2									
CROSSING MAIN LINE	3.2								
0.0									
DN-R **COLTON**	3.2	4.40AM	s 6.10	8.30AM	10.05AM	s**11.10**	s **1.53**	2.20PM	s 4.50
0.9									
TANNER (Spur)	2.3								
2.1									
CROSSING A. T. & S. F. RY.	0.2								
0.2									
D-R **SAN BERNARDINO**	0.0		6.00AM			**11.00**AM	1.45PM		4.40PM
(10.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Total Time		(0.15)	(0.25)	(0.15)	(0.18)	(0.25)	(0.23)	(0.15)	(0.25)
Average speed per hour		25.60	23.04	25.60	25.66	23.04	25.04	25.60	23.04

Westward trains are superior to trains of the same class in the opposite direction. Exceptions—Nos. 212 and 220 are superior to No. 213.
First-class trains, except Nos. 201, 219, 207 stop on signal at Urbita, Chicago and Iowa Avenue.

"SAFETY FIRST"

SPECIAL RULES

STANDARD CLOCK.
Colton

WATCH INSPECTORS.
Name, Location and Territory.

W. A. Hanson, San Bernardino,
San Bernardino to Riverside.
E. W. Cosgrove, Colton.
Pequegnat Jewelry Co.,
Riverside.

BULLETIN BOARDS:
San Bernardino
Colton

CLEARANCES.

Rule 83-A will not apply at stations not telegraph office, or where office closed for the day.

All trains procure clearance at Colton, Eastward trains at Riverside Junction and Westward trains at San Bernardino when telegrapher on duty.

REGISTER EXCEPTIONS.

Westward S. P. trains register by Form 2642 at Riverside Junction.

MISCELLANEOUS.

Trains entering sidings or other tracks, do so under control, see and know track is clear. Responsibility for collision with cars is placed with entering train.

Trains designated in orders as light extras will take siding for opposing extras.

When in an engineer's judgment, track which is protected by slow order is safe for higher rate of speed than allowed by slow order, engineer will notify conductor, stating speed he considers safe, conductor will send message to Superintendent from first open telegraph office giving information.

Pacific Electric trolley poles between Colton and San Bernardino will not clear man on side of car.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form 31 must be used (1) when orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.) (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.) (3) When issuing an order Form "G," example 3. (4) When giving any train right over all trains. (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, (Forms 19 and 31), repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in space provided for. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When "19" order restricting superiority is issued at station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and Engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

INTERLOCKING SIGNAL TOWERS.

When a train which has been given the semaphore does not wish to use the crossing, one short followed by one long blast of the whistle should be blown for information of towerman.

E Street Tower.—Crossing of A. T. & S. F. Ry. at San Bernardino. Engineers wishing to go around Y will sound one long and one short blast of whistle; for house track, two long and one short. P. E. track one long and four short.

Highgrove Tower.—Crossing of A. T. & S. F. Railway, .7 mile west of Orange Center.

Riverside Tower.—Crossing of A. T. & S. F. Railway, at Riverside Junction. Engineers of trains going to Riverside freight yard will blow one long and four short blasts of the whistle for the information of towerman. Engineers of trains coming from or going to the S. P., L. A. & S. L. Ry. will sound one long and one short for information of towerman.

AUTOMATIC BLOCK SIGNALS.

Automatic block signals are in operation between San Bernardino and Riverside.

Trains stopped by automatic block signal (not minute block) be governed by rule 504. When flagman has started ahead, wait five minutes before proceeding.

At night if light not burning trains will be governed by position of arm.

Signal failures or irregularities either action of arm or condition of light will be reported to Chief Dispatcher from first open telegraph office. He will notify Signal Supervisor and Maintainer.

On Single Track in Block Signal limit Rule 86 is modified as follows: An inferior train will clear the time of superior train in the same direction not less than ten (10) minutes.

SURGEONS.

Dr. F. K. Ainsworth, Chief Surgeon, San Francisco.

Dr. A. C. Rogers, Oculist and Aurist, Los Angeles.

Dr. G. R. Owen, San Bernardino—Between San Bernardino, Redlands and Colton.

Dr. J. A. Champion, Colton.

Dr. J. G. Baird, Riverside—Between Colton and Riverside.

Hospital Stretcher at Colton.

W. H. WHALEN,
Superintendent.

L. G. SLOAN,
Assistant Superintendent.

W. H. JONES,
Train Master.

B. F. SCARBOROUGH,
Chief Dispatcher.